
REPORT
OF THE
INSPECTOR OF MINES
FOR 1880.

REPORT

OFFICE OF MINE INSPECTOR

For Allegany and Garrett Counties,

POMPEY-SMASH, MARYLAND,

December 31st, 1880.

To his Excellency, Wm. T. Hamilton,

Governor of Maryland:

SIR:—Having had the honor of receiving a commission from you, bearing date of May 3rd, 1880, appointing me Inspector of Mines for the Counties of Allegany and Garrett, in the State of Maryland, I beg leave to report, that I qualified as such officer, by taking the oath required, and entered upon the discharge of my duties on the date above mentioned.

Being aware of the existence of much dissatisfaction among the miners of this region, in regard to the condition of the mines, and the places where they respectively worked, I immediately determined upon making a thorough inspection and examination of every mine and of every working place in the mines in the coal region of Allegany and Garrett counties. To this work I devoted several months of arduous labor, having visited and examined every working place in each and every mine in the two counties; and it affords me much pleasure to inform your Excellency, that I found on the part of the mine owners a disposition to obey both the spirit and intent of the law.

The sections of the law requiring the mine owners to furnish the miners with timber, to be used in the protection of their persons and lives, and providing also for a fair weighing of the coal after it is mined, work well and give general satisfaction, and have eradicated a great deal of discontent from the minds of miners.

I am sorry, however, to state that the section of the law relating to the ventilation of our mines, is deficient in several essential particulars. I am now collecting data upon this subject, which will enable me to suggest some amendments to the law in my next annual report, when the Legislative Body of the State will be about to assemble.

The following Table gives the number of casualties in the Mines, from May 3rd, 1880, to December 31st, 1880.

DATE.	Name of Person.	Name of Mine.	Remarks.
1880			
May 8	Patrick Connelly.	Old Lonaconing.....	Crushed by a mine car.
" 21	Wm. Liddell.....	Blaen Avon.....	Hurt by fall of top coal.
" 27	Chas. Kalbaugh..	" " " " " " " "	" " " " " " " "
June 5	Robt. Dick.....	Big Vein.....	" " " " " " " "
" 5	Wm. Wilson.....	Koontz.....	" " " " " " " "
" 6	Mungo Walker.....	Big Vein.....	" " " " " " " "
" 14	Tallab'm Williams	Borden.....	" " " " " " " "
" 18	Chris. Knoepp.....	" Shaft.....	Crushed between car and prop.
July 27	Jno. McGrady.....	Kingsland.....	Arm broken by mine car.
" 27	Jos. Whitehead.....	Koontz Tram-Road.....	Hurt by mine and died of injuries
Aug. 9	Jas. Brolderick....	Koontz Mine.....	" fall of breast & top coal "
" 16	Jas. Barber.....	Millothian.....	Ran over by mine car "
" 16	Ernest Horseman.	Jackson.....	Kicked by a horse "
Sept. 2	Wm. Douglas.....	Koontz.....	Lost a leg by mine car.
Dec. 16	Wm. Close.....	Johnson.....	Crushed by a fall of breast coal.

The following shows the number of instant deaths from casualties in the mines during the current year, with the verdict of the Jury of Inquisition in each case:

1880, May 27. John Watson, killed in Big Vein Mine. Inquest before C. S. Murphy, Acting Coroner. Thomas Brown, Mine Inspector, being present. Verdict: That deceased, (John Watson,) came to his death, May 27th, 1880, by a fall of roof coal, caused by a loaded car striking and knocking out a prop in the fourth right heading. Big Vein Mine, owned and operated by the New Central Coal Company of Allegany county, Maryland.

1880, July 28. Wm. Cunningham, killed in Phoenix Mine. Inquest before — Fazenbaker, Acting Coroner. Thomas Brown, Mine Inspector, being present. Verdict: That deceased, (Wm. Cunningham,) came to his death in the Phoenix Mine, owned and operated by the Maryland Union Mining Company, on the 28th day of July, 1880, by a fall of breast coal by which his skull was fractured. No blame attached to the officials of the company.

John Watson, the first mentioned victim, was a single man, and left no family.

Wm. Cunningham was married, and left a widow and six children.

General Remarks.

The coal mined and shipped from the Maryland region during the current year, will exceed two million (2,000,000) tons in amount, an increase of nearly half a million tons over the preceding year. The year has been a prosperous one for the leading coal companies of the region, and also for the miners employed by them.

There has been no general strike among the miners this season. Some trouble arose at several of the mines among the drivers, and my exertions were used to have the difficulties satisfactorily settled.

There was a strike among the employes of the C. & P. Railroad Company, and also among the boatmen of the C. & O. Canal, which had the effect of curtailing shipments of coal.

The prospect for the coal trade next season seems good; the completion of the new outlet from the coal regions, namely, the George's Creek and Cumberland Railroad, will have a tendency to reduce freight rates, which will enable our coal operators to compete with other soft coal regions of adjoining States. The new outlet will likewise add to the trade of the C. & O. Canal, the litigation pending so long

having been decided by the Court of Appeals, so as to assure a connection between the two lines of transportation.

Ventilating Furnaces.

There are only nine furnaces for ventilating purposes in the whole extent of our coal region, the most of the mines being ventilated upon the natural mode. As I consider this subject of the most vital importance in connection with my duties as inspector, I shall enlarge more fully upon it in my next annual report, and offer some suggestions for the consideration of the General Assembly.

A Good Record for the Consolidation Coal Company.

This company has mined and shipped, during the current year, over half a million tons of coal, without the loss of a single life.

There being no appropriation, out of which the publication of this report could be paid, I have not deemed it necessary to enter more fully into the details of mining operations in this region; nor have I thought it advisable to burden the report with any suggestions or recommendations concerning the interior regulation, management and ventilation of mines. I am, however, collecting information and data upon these subjects, which are of so great importance to the safety of the persons, and the protection of the lives of our miners, and will lay my deductions before you and the General Assembly, for respectful consideration, in my next report.

All of which is most respectfully submitted.

THOS. BROWN,

Inspector of Mines for
Allegany and Garrett Counties.

APPENDIX.

TABLE No. 1.—DETAILS OF PRODUCTION OF 1881.

Statistics of the Cumberland Coal Trade, from its Commencement.—Compiled from Official Sources in the Office of the Cumberland and Pennsylvania R. R. Co., Mt. Savage, Md.

NAME OF COMPANY OR MINE.	1881.						COMPARED WITH 1880.	
	To B. & O. R. R.		To C & O Canal.		To Pa. R. R.		Local.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Increase.	Decrease.
Consolidation Coal Co.	532,732	181,604			10,608	28,956	753,900	
New Central Coal Co.	143,832	57,153			98,645	4,088	303,618	185,656
George's Creek Coal and Iron Co.	217,764	37,450				847	256,061	48,837
Maryland Union Coal Co.	173,178						173,078	
Borden Mining Co.	3,053				44,205	11,612	165,418	19,626
Maryland Coal Co.	12,807	106,578			63,998	3,207	19,819	6,074
American Coal Co.	18,981	43,665			61,204	1,850	123,577	9,674
Potomac Coal Co.	80,806	39,470				314	121,505	
Davis & Bro., (W. Va. Mines)	69,063						81,120	3,929
Hamp. & Bako. Coal Co.	48,479	14,344				309	69,063	
Atlantic & George's Creek C. C. Co.	56,470					3,175	63,132	
Swanton Mining Co.	42,171				24	550	59,645	35,900
W. Va. C. & P. R. Y. Co.,	11,256	24,554			14	408	42,745	6,197
Piedmont Coal and Iron Company							25,295	
(Empire Mine)							11,256	19,725
Union Mining Co.	8,453						8,453	6,138
Cumberland Coal and Iron Co.						3,822	3,822	648
North Branch Coal Co.								22,940
Grant Coal and Iron Co.								233
								67
	1,419,364	504,818			278,598	59,138	2,261,918	144,614
							Increase.	125,758

RECAPITULATION.

FROM.	To B. & O. R. R.	To C & O Canal.	To Penn. R. R.	Local.	Total.
Cumberland and Pennsylvania Railroad	1,071,183	270,156	153,501	42,080	1,536,920
Cumberland Branch	259,459	151,526		12,111	423,096
George's Creek & Cumberland R. R.		83,136	125,037	4,947	213,180
West Virginia Mines, Etc.	*88,722				88,722
	1,419,364	504,818	278,598	59,138	2,261,918

*11,256 tons of this amount were shipped over the W. Va. C. & P. R. Y.

TABLE No. 2.—*The Cumberland Coal*

FROSTBURG REGION.							
CUMBERLAND & PENNSYLVANIA R. R.				CUMBERLAND C.&I.Co's R.R		Geo.'s	
By B&O R.	By C&O C	By P. R. R	Total.	By B&O R.	By C&O C	Total.	C&O C
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1842	757		757	951		951	
1843	3,661		3,661	6,421		6,421	
1844	5,156		5,156	9,734		9,734	
1845	13,738		13,738	10,915		10,915	
1846	11,240		11,240	18,555		18,555	
1847	20,615		20,615	32,325		32,325	
1848	36,571		36,571	43,000		43,000	
1849	63,676		63,676	78,773		78,773	
1850	73,783	3,167	76,950	119,023	875	119,898	
1851	70,893	51,438	122,331	103,808	31,540	135,348	
1852	128,534	46,357	174,891	139,925	19,362	159,287	
1853	150,381	84,060	234,441	155,278	70,535	225,813	
1854	148,953	63,731	212,684	173,580	92,114	265,694	
1855	93,691	77,095	171,056	97,710	100,691	198,401	
1856	86,994	80,387	167,381	121,945	105,149	227,094	
1857	80,743	55,174	135,917	88,573	54,000	142,573	
1858	48,018	166,712	214,730	66,009	87,539	153,548	
1859	48,415	211,639	260,054	72,423	86,203	158,626	
1860	70,669	232,278	302,947	60,500	63,600	144,100	
1861	23,878	68,303	92,181	25,983	29,296	55,279	
1862	71,745	75,206	146,951	41,096	23,47	64,574	
1863	117,796	173,269	291,065	111,087	43,52	154,610	
1864	287,126	194,120	481,246	67,676	64,522	132,198	
1865	384,297	285,295	669,592	104,651	57,907	162,558	
1866	592,938	291,019	883,957	52,251	52,159	104,410	
1867	623,031	385,249	1,008,280	40,06	72,904	113,010	
1868	659,115	424,406	1,083,521	100,345	57,919	158,264	
1869	1,016,777	573,243	1,590,020	130,017	78,908	208,925	
2,092,657				1,192,224	3,284,881		
CUMBERLAND BRANCH.							
1870	909,511	520,196	1,429,707	114,404	83,941	198,345	
1871	1,247,279	656,085	1,903,364	69,864	194,254	264,118	
1872	1,283,956	612,577	22,021	1,918,514	26,586	203,666	
1873	1,503,570	641,220	114,589	2,265,379	89,765	137,582	
1874	1,295,804	631,882	67,671	1,994,902	113,670	135,182	
1875	1,095,880	715,673	160,213	1,971,766	52,505	164,165	
1876	939,262	443,435	131,866	1,514,563	15,285	189,005	
1877	755,278	473,646	170,884	1,399,808	63,181	111,350	
1878	823,801	486,038	145,864	1,455,703	99,455	123,166	
1879	933,240	397,009	154,264	1,484,513	141,907	104,238	
1880	1,056,491	471,800	213,446	1,740,737	197,525	131,325	
1881	1,113,263	270,156	153,501	1,536,920	271,570	151,526	
17,895,796	9,861,825	1,334,319	29,091,940	1,255,717	1,729,300	2,985,017	

*Includes 59,138 tons used on line of Cumberland and Pennsylvania Railroad Baltimore and Ohio Railroad Company in locomotives, rolling mills, &c.
†Of this amount 35,149 tons were shipped to Chesapeake and Ohio Canal via

Trade from 1842 to 1881, inclusive—40 Years.

[illegible]

and its branches, and at Cumberland and Piedmont; also 194,820 tons used by the Piedmont, B. & O. R. R., to Cumberland.